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THE "HARMONY ISSUE."

It is absurd to suppose that President Roosevelt expected Governor Carter to bring on the millennium in Hawaii and that the Governor's tenure of office has depended or will depend upon the creation of a beatific state of political harmony here. To a veteran politician like President Roosevelt, whose career began and went on in factional uproar among the voters of one of the most civilized communities of the world, a state of absolute political peace must seem like an iridescent dream. Roosevelt never entered it in New York; he cannot find it in any state or city of the Union nor in any monarchy or republic of the old world and he never will find it so long as men and parties have conflicting interests and policies and are vigilant in defence of them. Knowing this as he does, is one to assume that he judges Governor Carter by his failure to organize a perpetual lovefeast in a Territory where royalists, Republicans, missionaries, Democrats, Home Rulers, grafters, reformers, carpet-baggers, enfranchised heathen and a dozen other elements of politics are contending for the fulfilment of their ideals or the gratification of their appetites?

PROGRESS IN HAWAII.

The cause of the homesteader and farmer is looking up. Gradually and surely the idea of developing the country along traditional American lines has made its way. When the Advertiser began the fight four years ago the odds were tremendous, but as time went on the opposition slackened, more and more people went into agriculture, prices of certain farm commodities fell because of the enlarged output and sisal, tobacco, vanilla and rubber culture had their beginnings. Nor was this all. Banana and pineapple cultivation was extended, the desperate attempt of the Pinkham commission to stop the growth of the small farm idea was foiled and the planters finally passed a resolution in favor of diversified industries. Now we see them offering homesteads to people who will raise cane for them and who are bound, as well, to raise other things and establish American homes.

Few people know how far the Advertiser fight for the American idea extended. There was never a doubt of the impression it made at Washington. All the departments got the paper, several of them by direct subscription, and many public men interested in the islands also took it. The departments of Agriculture and of Commerce and Labor read every line of the Pinkham controversy, clipped the articles and sent them to the President. From that day the proponents of the old feudal system here felt the ground slipping from under them; and now we find a Territorial government, which at as late a period as Governor Carter's tour of Hawaii had nothing but derision for the Advertiser's small farm idea, cutting out farms for the people as fast as the raw material will permit.

The result will be of the utmost value to every man, woman and child in this country. The plantations will not suffer; indeed they will find a new element of security and protection. And if sugar goes down in price other crops will be at hand to prevent financial disaster. Moreover Hawaii will be saved from the Asiatic, who is working hard to possess the soil he tills; it will be saved from high California prices by raising its own foodstuffs; and it will become an integral part of the civilization as well as the institutions of the United States. There will never be any lack of Americanism in a country of small farms.

RAILWAY CONSTRUCTION IN AMERICA.

According to the Railway Age, while there are actually 7000 miles of railway under construction in the United States, the mileage put down for the first half of the current year, from January to July, was less than for any similar period since 1898. The actual mileage laid in that time was 1284 miles. According to the Age, this small amount of work was due to the fact that grading on the various lines under construction was delayed by the late winter, and it is anticipated that the mileage to be put down for the balance of the year, now that the grading has been done, will make 1905 rank well up with previous years in actual construction work.

As a matter of fact, there are now being built on the mainland of the United States 122 new lines of railway in thirty-six different states and territories. This, of course, includes the extensions of lines and systems already in operation intended to open new regions, or to reach important terminal points. At least one new transcontinental line is under construction, namely the Western Pacific from Salt Lake to San Francisco, the road by which the Gould system reaching to the Atlantic at its eastern end is intended to get to the Pacific Coast.

The building of the Western Pacific, by the way, may come to mean a good deal to Honolulu in the future because the road, being an invader of the territory of the Harriman lines, will of course encounter the active hostility of the Southern Pacific from the start. That will mean the hostility of the Pacific Mail, and naturally if the trans-Pacific steamships lines are hostile the Western Pacific can look for but a small share of trans-Pacific trade. The alternative will be the establishment of a Gould line of steamers to the Orient, as well as a Gould overland road.

To return to the matter of new railways, the Goulds do not represent the only transcontinental interest desiring perfect freedom of entry to California terminal points. The great Rock Island road also designs a line of its own to the Coast, and the Burlington and Chicago & Northwestern have for many years been building steadily westward. The Burlington, it is true, has now passed under the Hill control, but the Northwestern is still independent and still looking westward. The Santa Fe, which is already in California, is stretching out to the northward through Humboldt county, and may have its eye on a Sound terminal. And, aside from the transcontinental lines, there is a general tendency on the mainland to encourage the building of railways everywhere. They help old regions, and are the life arteries of new.

It may be confidently expected, therefore, that the rate of railway construction in the United States will be kept up for many years to come. There is much new country to be developed, and the transportation needs of the older regions increase as population increases. This for the mainland. As to the American insular possessions, those have not yet begun to be properly Americanized, in the matter of railroads. When real construction begins, we may look for such a stimulus to railroading as has not yet been seen. The mainland lines will be longer, of course, and the mainland system bigger. But think of the vast profits that will follow the construction of the lines that must be built to properly develop the rich lands of the Philippine archipelago!

If the Home Rulers had an atom of political sense they would join one or the other of the old parties. As a separate organization they only serve to scare their political opponents into unity against them, which invariably means their defeat. Besides, as a purely local, un-American party they have no sympathy or aid from Washington and can never hope to have a President of their own faith to do them favors. Such a political body as theirs is neither fish, flesh, fowl nor good red herring.

The books of the Equitable Life Assurance Society do not give any trace of the services for which Chauncey M. Depew was paid $20,000 per annum and David B. Hill, $5,000. The Springfield Republican suggests that if the search were extended to the Albany insurance lobby better results might ensue. Incidental to this it appears that Senator Depew is a director in seventy-two other corporations, some of which may have done as well by him as the Equitable.

A fine of $1000 and a sentence of six months' penal servitude, in Senator Mitchell's case, will of course be followed by expulsion from the Senate. Forty years of power and fame have shrunk to this little measure. Mitchell's old colleague, Burton, is yet at large, but the Mitchell spectacle must disquiet him.

If anyone at Molokai deserves pecuniary aid it is the Catholic helpers among leprous sick. They are indispensable to the work of relief. The small stipend which it is proposed to give them is but a tithe of what they earn.

Cooper gets the resolutions, Carter keeps the honor and Atkinson holds down the job. It's a nice thing for all concerned.

THE LINER CAPTAIN.

HAS HIS OWN TROUBLES WHEN SUMMER TRAVEL OPENS.

Subjected During the Voyage to All Kinds of Annoyances by Complaining and Particular Passengers.

When the tourist tide sets in heavily for Europe the trials of an ocean liner captain and his chief steward increase. Both require a large stock of patience and diplomacy to handle the complaints which are registered daily in their presence, says the New York Herald. The inexperienced traveler who learns that he has made a bad selection in his cabin complains because the passenger agent from whom he purchased his ticket did not advise him to better advantage. Then there is the woman who objects to the band's playing outside her porthole, and the man who insists that one concert a day is not enough. Not at all unusual is the man who brings on board the ship enough milk and cream from his dairy to last him during the entire voyage. He insists that his valet be permitted to visit the cold-storage room each day and make sure that his private stock is being properly used and cared for. One chief steward recently had a regular tilt with a woman who insisted upon using her own German coffee pot with an alcohol lamp, no matter what the weather or what dangers its use entailed for the passengers who sat at the same table with her.

One Friday at luncheon on a boat which serves an elaborate array of cold buffet dishes an irate passenger demanded to know why the greater part of the made dishes were composed of fish. That night after dinner a party of Episcopal clergymen waited on the captain and complained that only one fish dish and a fish chowder had been served for dinner.

The man or woman who makes the greatest trouble for the captain is he or she who has saved money for years to make this trip, and wants to be sure of getting the money's worth. Not long ago an Italian liquor dealer who frankly admitted that 18 years before he had left his native land in the steerage was returning to Naples on a palatial ocean liner. His wife did not like the slow service of the dining salon, and he insisted that all her meals be served either in her cabin or on the deck, though she was perfectly able to go to the table. One day she was eating luncheon on deck, and an invalid who occupied the next deck chair ordered broiled chicken from the grill room. The Italian woman looked disdainfully at the fricasseed chicken served from the regular luncheon menu, and when her husband came on deck she complained that she had been discriminated against by the deck steward.

One of the most unreasonable complaints ever registered with the chief steward came from a Chicago woman who had engaged the stewardess to dress her hair each night for dinner. One afternoon a terrific storm arose and that night only 50 out of some 450 passengers appeared at the dinner table. After dinner the Chicago woman appeared before the chief steward, complaining that the stewardess had failed to keep her hair-dressing appointment, and she had been subjected to the annoyance of having to arrange her own coiffure under most trying circumstances. And even when the steward explained that his subordinate had over 25 seasick women passengers on her hands, the Chicago dowager refused to be pacified and vowed she would cut the tip she had promised the stewardess, a threat which she carried out faithfully when the boat docked at Southampton.

Sweet, Indeed!

Mrs. Bacon—Mrs. Styles' new house is just as sweet as it can be.

Mr. Bacon—Colonial, is it not?

"Yes, it smells like cologne."—Yonkers Statesman.

Little Bess—Mamma, what is a hero?

Mamma—A hero, my dear, is a brave man.

"And if I grow up and become a brave woman will I be a shero?"